ELER-Fielding Beeler, at his home car Maywood, Tuesday morning, aged enty-two years. Funeral services at home at 11 a. m., Thursday. Interment at Crown Hill at 1:30.

M'KAY-Mrs. Lucinda McKay, at the ome of her granddaughters, Anna and lizabeth Stratford, 606 East Washington at Vevay, Ind., leaving the house at 3 p. m. to-day. Wednesday. Friends can call previous to that hour.

FUNERAL NOTICES. MASONIC-Members of Marion Lodge, No 35. F. and A. M., will meet at lodge hall Thursday afternoon, at 12:30 p. m. sharp, to attend the funeral of our late brother, Fielding Beeler. All Master Masons requested to attend.

HUGH J. DRUMMOND, Secretary.

SOCIETY MEETINGS. MASONIC-Ancient Accepted Scottish Rite. eeting of Adoniram Grand Lodge of erfection this (Wednesday) evening, at N. R. RUCKLE, 33 deg., T. P. G. M. JOS. W. SMITH, 33 deg., Secretary.

WM. R. EVANS, W. M.

WANTED-AGENTS. WANTED AGENTS-Florida Seal, 5 cents. WANTED-Agents make \$5 daily; marvelous invention; retails 25 cents; two to six sold in a house; sample mailed free. FORSHEE & M'MAKIN, Cincinnati, O. WANTED-Salesman to sell Red Star lubricating oils and greases on commission.
Liberal terms; references. THE CLINTON OIL COMPANY, Cleveland, O. AGENTS-A snap for you; \$95 weekly; \$5,000 yearly. No experience required; failure impossible. Our scheme a new one. Par-

diculars free. Address P. O. Box 5308, Boston, Mass. WANTED-In every county in State, man of good address to open branch office. Profits \$3,000 to \$5,000 per annum. Small capital required, fully secured. Address R. T. BROWN & CO., Room 12, Cronin Building, Troy, N. Y.

WANTED-A live agent desiring to handle the best autographic cash register on the market may call at the Denison Hotel, Thursday at 2 p. m., and Friday at 9 a. m. No experiment. One of the oldest and best known. M. R. GARDNER. WANTED-Good positions now open for business men; opening up Indiana; write at once for choice territory; not necessary to be a Mason; liberal terms. Address AGENCY DEPARTMENT, MASONIC LIFE ASSOCIATION, Grand Rapids, Mich.

WANTED-MISCELLANEOUS. WANTED-An air-brush artist, at Home Studio, 64 Massachusetts avenue.

MONEY. MONEY. MONEY, Loaned on Furniture, Planos, Etc., in sums of \$10 and up, and on time to suit borrower and at lowest rates. Business SECURITY MORTGAGE LOAN CO., Room 207 Indiana Trust Bldg., cor. Washington St. and Virginia Ave. Entrance

FINANCIAL. FINANCIAL-Florida Seal Cigar. LOANS-Money on mortgages. SAYLES, 75 East Market street.

FINANCIAL-Large loans at 5 per cent. on business property. THOS. C. DAY & CO., 72 East Market street. FINANCIAL—Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building.

LOANS-Sums of \$500 and over. E. COFFIN & CO., 90 East Market

FINANCIAL-Loans. Five per cent on large sums on business property; reasona-ble fees. C. S. WARBURTON, 26 Lom-bard Building. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Craw-

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market

LOANS-Six per cent, money on improved real estate in this city only. (No loans made outside.) Borrower has the priviof prepayment semi-annually. No Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

FINANCIAL—Loans; mortgage loans on city or town property anywhere in Indiana; regular monthly payment, \$17.50 or \$11.83 per \$1,000, according to plan. INTERNATIONAL BUILDING AND LOAN ASSOCIATION, 23 East Market street.

FOR SALE. FOR SALE-Florida Seal 5-cent Cigar. FOR SALE-Forty shop-worn bicycles, to make room for 1896 patterns. C. G FISHER & CO., 64 N. Pennsylvania st.

FOR SALE-REAL ESTATE FOR SALE-785 North Delaware street; ten rooms; steam heat; good value and location for money. C. F SAYLES, 77% East Market street,

FOR SALE-1008 North Meridian street; handsome, new nine-room residence; never occupied; price and terms interesting. C. F. SAYLES, 77½ East Market. CLAIRVOYANT.

CLAIRVOYANT-Paul Alexander the mind reader, has arrived and be consulted on all the cares of life at his office, 3 and 4 Piel Block, 291/2 West Ohio street. Note-Mr. Johnstone has driven blindfolded through the streets of the principal cities, has been commanded to appear before the royalty of the principal dynasties of Europe to interpret their downfalling or uprising, and is also the only living clairvoyant who is under the indorsement of the Royal Scientific Society of London, England, Mr. Johnstone guarantees absolute satisfaction or no fee will be accepted. He tells imme-diately upon entering the consultation room your business, your success, your failure and your doubts.

CLAIRVOYANT - Professor Snowden, the celebrated medium and healing wonder, has arrived in Indianapolis. Truthful and reliable in his advice, he is consulted by thousands wherever he goes. If you are in trouble, are having illness, or have enemies, or think some person is deceiv-ing you, do not fall to visit this young who has a power higher than hu-He is certainly the possessor of a marvelous power. Reunites the separat-ed; locates lost or storen articles; tells are your enemies and who your friends; gives advice concerning marriage and investments. He achieved an almost international reputation when he accurately predicted the day and date of the death of Chester A. Artnur, the Charleston earthquake and the downfall of "Old Hutch," the famous Chicago grain operator. He can be consulted daily from 1 to 8 p. m. at his parlors, 40 North Mississippi street. Pariors so arranged that pa-

REMOVAL.

REMOVAL-C. Zimmernian & Sons, slate and gravel roofers, have moved to 19 South East street. Come and see us, of telephone 1753.

MISCELLANEOUS. MISCELLANEOUS-Florida Seal Cigar.

Perfecto work. LEGAL ADVERTISEMENTS.

State of Indiana, Marion county, ss.: In the Superior Court of Marion county, in the State of Indiana, No. 46291. Complaint

Hugh R. Richards, trustee, et al. vs. Louis Railway Company, Northern Pacific Railroad Company, Minneapolis & St. Paul Be it known, That on the 6th day of De-

cember, 1833, the above named plaintiffs, by their attorneys, filed in the office of the clerk of the Superior Court of Marion county, in the State of Indiana, their complaint against the above named defendants, and the said plaintiffs having also filed in said clerk's office the affidavit of a competent person, showing that said defend-ints, Northern Pacific Railroad Company and Mineapolis & St. Paul Railroad Comare necessary parties thereto, and whereas plaintiff having by endorsement on City complaint required said defendant to ities. pear in said court, and answer or demur Now, therefore, by order of said court, aid defendants last above named are hereby notified of the filing and pendency of said complaint against them, and that unsaid complaint against them, and that unless they appear and answer or demur
thereto, at the calling of said cause on the
6th day of January, 1896, the same being
the first judicial day of a term of said
court to be begun and held at the courthouse in the city of Indianapolis, on the
first Monday in January, 1896, said complaint and the matters and things therein
contained and alleged, will be heard and
determined in their absence.

JAMES W. FESLER, Clerk.

S. M. Shepard, Attorney for Plaintiffs.

g M. Shepard, Attorney for Plaintiffs.

FOR REAT.

TO LET-Three to five rooms, first floor of brick residence, \$10 to \$14; northeast; references. Address M. W., care Journal. FOR RENT-House, Modern nine-room house, Morton Place. Both gases. Fur-ace, shades, range and refrigerator in-cluded. References. Address D. L. C., care of Journal.

ARREST OF A PICKPOCKET. Policeman Lyons Found Berry Hodgison with the Stolen Purse.

Patrolman Lyons, who is stationed at Washington and Meridian streets, made a clever arrest last night when he captured STATEMENT OF ITS OBJECTS Berry P. Hodgison. The man snatched a purse from a lady walking along Washington street between Meridian and Illinois. He dodged into the stairway at the Big Four office. Lyons followed him up stairs and caught him on the second floor. He had dropped the pocketbook and had it covered with his foot. The hall was dark, but Lyons reached down and secured the purse. The lady stated there was \$2.10 in the pocketbook, but when taken from Hodgison it contained but \$1.10. He was searched at the station house, when the other dollar was found in the lining of his coat. If he had succeeded in disposing of the pocketbook before arrested it might have been hard to make a case against him. He was charged with highway rob-bery. At the station house it was said Hodgison has been in trouble before.

HOSPITAL CONDITION

DR. WRIGHT SAYS MANY OF THE CHARGES ARE UNTRUE.

Others Were Reported by Him Two Weeks Ago-Board of Health Stands by the Management.

In regard to the investigation of the City Hospital that was made by the board of managers of the Nurses Training School, Dr. Wright said last night:

"I am willing for the hospital to be investigated at any time by any persons, whether in authority or not, but I object to people coming out there clandeswas down town and instead of entering the front door and asking for some one in charge they went to a side door and entered the training school and called for the superintendent of the training school, who has nothing whatever to do with the management of the hospital, and were shown through the building by her in my

"In their report they speak of the place being 'dirty,' but do not explain that this term cannot in this instance refer to filth, but simply has reference to the fact that the walls in some parts are discolored with smoke, a thing that I wanted to have remedied a long time ago, but was prevented from doing so by lack of funds to pay the expense. As to the kitchen, I defy anyone to find a cleaner kitchen in the city. Its walls are not as white as some, but they are clean for all that. Any one may examine it at any time and I think favorably comments will be made by any fair-minded person. The committee peaks of the statement that cockroaches ave been found in biscuit in the hospital. I do not know of anything of the kind. The committee was not there at meal time and did not see any of the prepared food, yet they judge of it just the same. The food is the best that can be procured. I have never bought anything that was not of the first quality. It is true that we do not have as great variety as I would like but that is not the fault of the management, but of the Council in making the appro-

"In regard to the laundry chute, I have often said that I believed it was responsible for the cases of fever that had developed in the hospital. It is there and I cannot do anything to remove it, more than to ask for money to do the work. I have been unable to get money for the purpose and the chute is still there, much to the detriment of the health of the institu-

"As to the complaint that filthy water

runs through from the clinical room to the nurses' kitchen and dining room, I can nothing more than I have said about the laundry chute. It is true that it does so whenever it becomes necessary to flush the floor of the clinical room. We need a new room for clinics and every annual report of the institution for several years has embraced this in the recommendations of the superintendent, but no money has ever been appropriated for the purpose. In this, as in all other things, when the mathat the things wherein there is just cause for complaint are matters entirely beyond the control of the superintendent, port of this investigating committee that has any foundation of truth was pointed out and on that recommendation steps of the contracting parties shall be in the daily papers at the time I pointed them out and it looks to me like a piece of spite work in making this report at

INDORSED BY PHYSICIANS.

Blameless and Commends His Work. The recent inspection of the City Hospital was informally discussed last night by the Marion County Medical Society at its regular monthly meeting. Dr. L. H. Dunning called up the topic by reading the published report of the committee of ladies who carried on the investigation. Dr. Dunning regretted that the report reflected upon the superintendent and management of the hospital. He felt sure that the personal observations of the committee had not led it to censure the management. He believed that if the evils existed as reported they were due to a lack of funds rather than to the negligence or incompetency of those in charge. Dr. Dunning spoke in high terms of the superintendent, and said he had known. Dr. Wright to use his own funds in purchasing necessary food for patients. Dr. Dunning attributed the present condition

The Bottler of the best condition of the hearities and the present condition. of the hospital entirely to what he termed the false economy of city administrations. Dr. Dunning, and it was suggested that a committee be appointed to draft resolutions denouncing the policy of the city in curtailing the hospital fund.

DENIED BY DR. MORRISON. Dr. Morrison Urges a New Addition-

Cost About \$14,000. Dr. Morrison, president of the Board of Health, says the report made by the committee of women regarding the conditions existing at the City Hospital are quite true. He says an additional appropriation for additions and repairs at the hospital is urgent. A new addition would cost about \$14,000 and the repairs \$2,000. The City Dispensary, the Board of Health president says, is not a safe building. Plastering is loose and the floors sag. It is claimed that some of the people who sleep in the beds at the dispensary have to raise umbrellas to keep out the rain when the weather outside is inclement, so many are the holes

in the ceiling.

Discussed by the Women. The Woman's Sanitary Association met esterday morning at the Plymouth Institute. Mrs. John A. Holman presided. Reports made by members of unsanitary conditions observed were forwarded to the Board of Public Works, which reports back pany, are not residents of the State of to the association after making investigations, that said action is in replevin tions. The unsanitary conditions reported and the said defendants last above named as existing at the City Hospital were dis-The unsanitary conditions reported cussed, and the general verdict was the City Hospital should be taken out of pol-

> Century Club Officers. The Century Club last evening elected the

following officers: President-Hilton U. Brown. Vice Presidents-Edgar A. Brown, James M. Winters and Vincent G. Clifford

Secretary-Herbert W. Foltz. Treasurer-Edgar H. Evans. Committees-On officers and members: Edgar A. Brown, Elmer E. Stevenson and W. P. Fishback. Committee on exercises: James M. Winters, John E. Cleland and H. Th. Miller. Committee on finance: Vin-Clifford, W. W. Thornton and Thos.

LONG-DISCUSSED RAILWAY AGREE-MENT AT LAST APPROVED.

t Is to Take Effect on the First Day of 1896 and to Continue in Existence for Five Years.

ALL THE BIG EASTERN LINES ARE PARTIES TO THE CONTRACT.

Its Violation to Be Punishable by Fine Not Exceeding \$5,000-Three Arbitrators to Be Appointed.

tion, in New York, yesterday: "The articles of organization of the joint traffic association were to-day unanimously approved by every party to it and it was agreed to make them effective Jan. 1, 1896. The committee on revision has been conprocure signatures to the engrossed agreement, decide on the delivery of copies to the proper public authorities, the press,

It was learned later that the articles of organization of the Joint Traffic Association as agreed on by the different roads are in part as follows:

"The purpose of this agreement is to ald in fulfilling the purposes of the intersociations, to establish and maintain reain the conduct of the freight and passen-

The roads which have agreed to become members of this new traffic association

Baltimore & Ohio Southwestern. Central Railroad of New Jersey. Chesapeake & Ohio. Chicago & Erie. Chicago & Grand Trunk. Cleveland, Cincinnati, Chicago &

Detroit, Grand Haven & Milwaukee. Grand Rapids & Indiana. Grand Trunk, of Canada. Lake Shore & Michigan Southern. Lehigh Valley. Michigan Central. New York Central & Hudson River. New York, Chicago and St. Louis. New York, Ontario & Western. Northern Central.

Delaware, Lackawanna & Western,

Pennsylvania Company. Pennsylvania railroad. Philadelphia & Reading. Philadelphia, Wilmington & Baltimore. Pittsburg & Lake Erie. Pittsburg & Western. Pittsburg, Cincinnati,

Terre Haute & Indianapolis (Vandalia Toledo, Peoria & Western. Wabash & West Shore.

The agreement says: "The affairs of the association shall be administered by a board of control, a board of managers and a board of arbitrators. "The association will have jurisdiction over all traffic, passenger and freight, to and from, or through the Western termini of the trunk lines. Traffic to or coming from Florida, Georgia, North and South Carolina, Virginia and West Virginia is excluded from this agreement, as is also coal, coke, iron ore, mill cinders, limestone and petroleum, crude and refined. "The board of control shall be compose

of the presidents of the roads belonging to the association. All applications for differentials and for changes in rates, fares and rules shall be made to the board of managers. Their action on all questions save as to rates and fares shall be to appeal to the arbitrators. Their action as to rates and fares shall be subject to appeal only to the board of control. The managers shall, from time to time, recom mend such changes in rates and fares as they deem just and reasonable. No company, however, has of itself the right, without consent of the board, to change ter is sifted to the bottom it will be seen its rates or fares. The powers conferred on the managers shall not be construed in any way so as to permit any violation of "Aside from all this in my report to of the managers of any company belonging the Board of Health, two weeks ago, to the association it shall furnish all rethe traffic covered.

"Any violation of the agreement by any were taken to remedy the defects. Ar- able by a fine not exceeding \$5,000; but rangements were made whereby the board where the gross receipts of the transaction will have money to make some much exceeds \$5,000 the offending party shall for-needed repairs. These things were printed feit a sum not exceeding such gross refeit a sum not exceeding such gross re-ceipts. The foffeiture so made shall go towards payment of the expense of the association, except that the offending company shall not participate in such applica-

tion of its own forfeiture. "All differences between the parties of the association as to any lawful measure neces-Medical Society Holds Dr. Wright sary to carry out the objects of the association, except as to rates and fares, shall submitted to and finally decided by the

"The three commissioners of arbitration shall be appointed by the board of managers. The board of managers shall consist of nine members, appointed, one by tion. A decision by the board of arbitra-tors or any two of them shall be final." In conclusion the agreement states: "This agreement shall take effect Jan. 1, 1896, and continue in existence for five years thereafter, subject to ninety days' written notice by any company of its desire to retire therefrom.' This agreement will be signed at the

headquarters of the different contracting roads before Jan. 1, 1896, they all having agreed to it. After agreeing to this the presidents of the roads adjourned until

The New Brice Trunk Line. The Brice syndicate has seven hundred

men at work pushing the construction of

The society seemed to share the views of the Lima Northern extension, and large amounts of steel rails are arriving daily for this extension of the Lake Erie & Western system, the Lima Northern being a link. This extension is to be completed to Ottawa by Dec. 1, where connection is made with the Findlay, Fort Wayne & Western, The eyes of all railroad men are now turned | Manitowoc, the boat to have four tracks to the moves of the Brice syndicate, which, through the consolidation of a number of lines, bids fair to be a formidable com-East and West. A glance at the more cor- department, left yesterday to attend the ter in an entertaining manner. rect raffroad maps will demonstrate that a short and very feasible line can be established between Jersey City and Peoria, the almost on a bee-line, connects with the Northern Ohio, formerly the Pittsburg, Ak-ron & Western, at Bluffton, and the latter road runs straight as the crow flies to Akron. From Akron the Pittsburg & Western leads to New Castle, where it connects with the Western New York & Pennsylvania, a road that has never had a Western outlet. The Western New York & Pennsylvania runs northeast to Oil City, and thence Mount Morris, where it connects with the Delaware, Lackawanna & Western, another big road that has never had a chance to do any through business to the West, as must depend on the Vanderbilt lines for a Western outlet from Buffalo. Now let us take the mileage of these lines in rotation and see what kind of a trunk line Mr. Brice and his associates might possibly originate. From New York to Mount Morris via the double-track Lackawanna is 348 miles, from Mount Morris to New Castle via the Western New York & Pennsylva- this will enable the company to enlarge the nia 184, from New Castle to Akron over the Pittsburg & Western 78, from Akron to Bluffton via the Northern Ohio 136, and from Bluffton to Peoria, one of the great gateways to the West, over the Lake Erie Western 342 miles. Here, then, we have a trunk line from New York to Peoria 1,088 miles in length, only a few miles longer than the Pennsylvania and Panhandle, which is at present the shortest route by a good many miles. To go a step

dicate, is just seventy-four miles, and, as Coldwater is only seventy-one miles from Bluffton on the Lake Eric & Western, one can see by the figures on mileage already given in this article that the proposed new trunk line would be only 763 miles in length between New York and Cincinnati, as against 758 for the Pennsylvania railroad, 891 for the Vanderbilt system, and 861 for the Eric lines, making a difference in favor of the Brice lines over the payt shortest of the Brice lines over the next shortest route of fifty-five miles. A shorter Chicago connection than the Fort Wayne is also

Caldwell Re-Elected Chairman. Chairman Caldwell was for the third time elected chairman of the Western Passenger Association at Chicago yesterday. The vote was unanimous, and no other man was considered for the position. The meeting after the election took up the appointment of committees and the formation of an agreement for the local associations. The following general passenger agents were appointed members of the executive committee: Crane, of the Wabash; Eustis, of the Burlington; Townsend, of the Missouri Pacific; Sebastian, of the Rock Island, and Lord, of the Great Western. Chairman Caldwell was instructed to appoint a committee to draw up an agreement for the local associations. When this agreement has been approved by the general association it will be turned over to the local agents, and they will be The following statement was given out at the office of the Trunk-lines Associatory. The meeting will be continued to-day. The new agreement of the Western roads will modify the party rates in associatio territory. This is a matter which the Western roads have persistently refused to con-sider, but they have been forced to do it by the pressure of the Eastern roads on the The presidents are now in executive session in regard to the appointment of arbitrators. The board of managers will arbitrators. The board of managers will rates have also been reduced from 10 to 20 doubtless be announced in a very few days. | per cent. The association is also to have The committee on revision has been continued with power to arrange all details, well is now organizing a bureau to handle this part of the work.

The General Managers' Meeting. The managers of the Indianapolis lines held their monthly meeting yesterday, every road except the Vandalia being represented. The report of Superintendent Zion, of the Union Railway Company, showed that in October there was an increase in business over the Belt road and Union tracks state-commerce act, to co-operate with of 27 per cent. over October, 1894, and that each other and adjacent transportation assonable and just rates, fares, rules and at an increased cost of only 17 per cent. regulations on State and interstate traffic, The company now has on its pay rolls 285 tinely and going through the place when to prevent unjust discrimination and to people. The reduction in wages of employes was made prior to October, 1894, conployed when I agencies and the introduction of economies sequently the exhibit this year does not show so severe a pruning of expenses as did October, 1894, when compared with October, 1893. The managers voted authority to Superintendent Zion to contract for a self-winding clock, with a double face, to be placed between the Union Station and train sheds. L. H. Parker represented the Monon; G. C. Waldo, the Cincinnati, Hamilton & Dayton; E. B. Taylor, the Pennsylvania lines; George Bradbury, the Lake Erie & Western; G. H. Graves, the Indiana, Decatur & Western; M. W. Mansfield, the

Indianapolis & Vincennes, and C. E. Schaff and J. Q. Van Winkle the Big Four lines. Voluntary Relief. R. F. Smith, superintendent of the Pennsylvania Voluntary Relief Department of the lines west of Pittsburg, yesterday sent out his report for October. The report shows that on deaths from accidents \$750 had been disbursed; on deaths from natural causes, \$4,250; in disablement benefits from accidents, \$7,852; in sickness benefits, \$7,-046, making a total of \$19,898. Of the membership, 1,040 members, or, in case of death, their legal heirs, drew benefits. The deaths from natural causes were unusually large, there being nine, against one death from accident. In the seventy-six months the association has been in operation it has paid out in death benefits from accidents \$138,216.69; in deaths from natural causes, \$409,447.78; in disablement benefits from ac-cidents, \$377,819.95; in disablement benefits on account of sickness, \$477,234.40, making the grand total of disbursements thus far \$1,402,718.82. During the seventy-six months 64,259 members, or their legal heirs in case of death, have drawn benefits.

Surprised Its Competitors. For some time past an impression has prevailed that the Pennsylvania people no longer made claim of being a passenger line between Indianapolis and Cincinnati, and consequently, when the general passenger agent, at the recent meeting of the tion, said that hereafter on all divisional business it would claim a certain per cent., it created a good deal of surprise. E. A. Ford, general passenger agent of the Penn-sylvania lines west of Pittsburg, stated that his company had occasionally taken divisional business between these points, but only when ticketed by the Pennsylvania Company in competition with Eastern lines; that in future they claimed the right to be considered as a line entitled to theatrical business coming under group No. 1 of divi-sional business between those points, and were willing to leave the percentage of that business to which they were reasonably entitled to the decision of the commis-

Montpeller Votes a Subsidy. A dispatch from Montpeller last night says: Montpelier voted \$26,700 subsidy to the Indiana Central railroad by 600 ma-

jority to-day. Personal, Local and General Notes. William R. McKeen, president of the Vanlalia, is in the city. The Chicago Great Western announces that it will put on some fast trains to meet

the faster service of its competitors. C. W. Smith, who has been elected president of the newly organized Virginias road, was formerly general manager of the Ches-The Toledo, St. Louis & Kansas City

earned in the second week of November each of the nine systems of the associa-tion. A decision by the board of arbitra- week of 1894 of \$2,039. During the past season all passenger trains running on the Lake Erie & Western system proper have been fitted up to be heated by steam from the locomotive.

> Charles Merrill, general Western passenger agent of the New York Central, with head-quarters at Chicago, was recently married to a young lady of Warsaw, Ill. C. S. Rhoads, superfittendent of telegraph and signals of the Big Four, is this week with the officiels of the Pennsylvania lines that are inspecting signals on those lines. The new distributing room for the postal

service at the Union Station will be ready for occupancy to-day and will greatly improve the facilities for handling mail mat-The Grand Rapids & Indiana is now doing the heaviest freight business in some years, earning in the second week of November \$40,789, an increase over the corresponding week of 1894 of \$5,989.

The Flint & Pere Marquette has asked for blds on a new steel car ferry boat to between Ludington, Milwaukee and and capacity to carry thirty cars.

An effort will be made in New York today to organize a pool on east-bound steam- artist as well as the architect. Quaint business, Chairman F. C. Donald, of petitor for through business between the the Central Traffic Association, passenger of wood carving, are described in one chap-

It is now nearly three years since there has been any important official changes on Western terminal of the Lake Erie & the Big Four. With J. Q. Van Winkle com-Western, the Lackawanna to form the ing to the road the Big Four had lost its Eastern trunk line. The Lake Erie & prestige in this respect. Formerly, news-Western, running from Peoria to Sandusky | paper reporters had to keep a constant eye on the Big Four for official changes. Freight officials report that the Northwestern roads are bringing much less grain into Chicago the last few days. It is thought that the farmers have sold enough to pay their taxes, furnish spending money for the holidays and to tide over the winter, and will hold their grain for higher prices. The Panhandle's Pittsburg division and the Eastern division of the Pittsburg, Fort

> nual statements such a statement might not be apparent, as the earnings of all divisions are averaged with the two divisions named. The Pennsylvania Company has leased, in the Union Station building, additional room. taking the rooms on the second floor adjoining the car-service department. The ticket receivers will occupy these rooms, and

Wayne & Chicago are said to be the best

earners per mile in the West. In the an-

office room of the train dispatchers and the maintenance of way department. The Toledo, Peoria & Western earned, gross, in October, \$100,312, an increase of 9,811; net, \$29,402, an increase this year of \$1,118. Since July 1 the net earnings this year are \$96,225, an increase of \$692. The company is now expending a good deal of money in betterments to the property, which are paid for out of the earnings.

double-decker craft of high speed, so that the up-town ferry can be reached in about the same time that the present ferry boats use in crossing to Desbrosses and Court-

land streets. On Saturday twenty-seven freight trains passed through Fort Wayne over the Pittsburg, Fort Wayne & Chicago, and the av-erage number for some time past has been twenty-one trains a day. As these trains are hauled by Class R engines, which han-dle thirty-five to forty loaded cars, an idea of the immense business the road is doing can be readily formed.

In railroad circles and with business men the purchase of the ground south of Wash-ington street, between New Jersey and Liberty streets, by the Louisville, New Al-bany & Chicago, is looked upon as a very shrewd move, as, a year on two later, it could not have been purchased at as low fig-ures so rapidly is the price of real estate advancing in that vicinity. J. Q. Van Winkle, general superintendent

and William Garstang, superintendent of motive power of the Big Four lines, have returned from Wabash, where the new shops are building. The motive power department is determined, if possible, to get into these shops by Jan. 1. The buildings are nearing completion, and next week the heavy machinery will begin to arrive and be placed in E. W. Mitchell, of Cleveland, O., general superintendent of the United States Express

Company, spent yesterday in the city. He was much pleased with the company's new office at the corner of Meridian and Pearl streets, and with the neat and attractive manner General Agent Phillips has fitted it up. In speaking of the company's business, he said the last few months it had been very The Chicago & Northwestern's mechancal department has hit upon a plan to heat

its passenger trains before they are backed into the terminal station and the locomo-tives which furnish the steam for heating purposes are attached. All of the .com-pany's coaches are also provided with Baker heaters, so that if any trouble is experienced in severe weather in properly heating cars by steam the heater can be Engineer of Maintenance of Way Paquette, of the Peoria & Eastern, is preparing plans, specifications and estimates of cost for sev-

eral important improvements next year in doing away with trestles and putting in stone arches. At one point, near Danville, he expects to do away with a trestle six hundred feet in length, substituting an iron and steel bridge one hundred feet in length, resting on stone abutments, filling the other five hundred feet with a solid embankment of dirt. At a point near Veedersburg he proposes to do away with a 350-foot trestle and substitute a stone arch thirty feet in width This trestle extends over a ravine, and the confining of the stream in narrow bounds is thought practicable.

class of engine. Master Mechanic Stiffey has provided cabinets with a neat glass front, and inside is a board filled with small holes. These holes are divided into four classes, namely, A. B. C and D. Plugs bearing the number of the engines were made, and they are placed in the holes in the division to which that engine belongs. Under Class A the best engines are placed, and they are graded on down in three other classes. The difference in the hauling capacity of each class is one hundred tons. A table has been prepared showing the hauling capacity of the engines of each class at a certain state of temperature. When the thermometer shows that the temperature is 40 degrees or warmer a Class engine shall be allowed to haul 1,700 tons, and with a helper 2,200 tons. ten degrees the temperature falls the hauling capacity of that engine is decreased one hundred tons, and if the temperature is between 10 and 20 degrees below zero a Class A engine shall haul only 1,000 tons, or with a helper 1,400. The hauling capacity of each class is rated at one hundred tons less than the next highest

CURRENT PUBLICATIONS.

Gibson's "Beautiful Homes" - His Second Book on Architecture.

(From the Bowen-Merrill Company.) Louis H. Gibson, of this city, has written his second book on architecture, "Beautiful Homes," and the volume is fresh from the press of Crowell & Co., of New York. Mr. Gibson's first book was on "Convenient Houses." The new book is one of nearly 350 pages, bound in cloth, with an artistically designed cover by David Gibson, a brother. The text is frequently illustrated with photo-engravures.

The central idea of "Beautiful Homes" is that it costs no more to construct a house with artistic details than it does to build one positively ugly, the skilled hand of a trained artist being the principal medium of bringing about beautiful lines and adornment. Mr. Gibson gives a cursory review of the earliest types of architecture, showing their gradual developments into the styles which have become the fixed architectural standards of the present day. In this review there is much of interest to the casual observer who has heretofore found little satisfaction or information in the general terms of Romanesque, renaissance, gothic and the like, as applied even to our modern structures. Mr. Gib-son considers these styles chronologically, and briefly shows the demands and changes which brought them out. The principles, as applied to American public buildings, are illustrated, though perhaps not so profuse-ly as one would wish after having one's curiosity aroused as is done by Mr. Gibson in his book. But, then, the volume is one on "Beautiful Homes," and not on public buildings. Of the American style of architecture Mr. Gibson has this to say, among

"A great many people will ask about an American style of architecture. In a measure we have it, not generally, however, in a state of great refinement. The idea is new, original and promising. Our dwellings, such as are now designed by a small number of our best architects, are artistic productions. They are entirely distinct from anything known to the rest of the itecture. Our steel and burnt-clay constructions belong to America. The commercial structures of our great cities are unique as commercial productions. There is erectbrick, terra cotta or stone. A style of architecture is developed from a nation's distinctive requirements. Our commercia demands present a new architectural problem. We have met it successfully. It is true that the clothing of these steel structures is often rather crude, but this is not universally true. Given the steel frame and an artist to decorate it with structural coverings, and we have a well-established style of American architecture. . . There is an inclination on the part of many of us to look for the development of American architecture on the lines which architecture has taken in the past. There is no good reason for this. The cathairal the chateau and the great historic monuments of the old world were constructed in response to conditions which can never come to us. Our methods of living, our commercial conditions, the tendency of religious thought, our educational system, and, in truth, our general social condition furnish problems for the architect varying greatly from those of the earlier periods."
The domestic architecture of France is given much attention by the author, who details alike the chateaux of the rich and the dwellings of the less favored, showing in his selections of types the eye of the structures in Germany, with their wealth More than one-half of the book relates to nodern house plans for American nomes and there is a wide range of these plans, all, however, contemplating beauty, whether in a four-room house or in a many

apartment mansion. Mr. Gibson calls attention to the harmony of lines in interior lecorations, as well as the harmony of lines in the general contour of the exteriors. He also considers the question of convenience in presenting these different plans. Styles of fire places and mantels are detailed in both text and illustration. The volume is quite a comprehensive one and of peculiar value to people who are about to build, as it furnishes many ideas that would hardly be in the mind of a busy man in other occupations. It also furnishes much information to the man who wants to change the interior decorations of his home. The literary style of the volume is simple and graceful

Other New Books. "The Romance of Prince Eugene," by Al-

bert Pulitzer, presents an interesting historical character in a new light. Prince Eugene was a son of the Empress Josephine, by her first husband, M. De Beuharnais. The father dled on the scaffold, and the son, during his early boyhood, lived in obscurity. At the close of the "Reign of Terror" he regained social rank and finally became King of Italy. His military career was highly brilliant. During much of it he had the friendship and favor of Napoleon I. The history of his campaigns would make a voluminous work, but this one deals with the personal and romantic side of his charfurther and so demonstrate that such a trunk line would be the shortest route to Cincinnati. From Cincinnati to Coldwater by the Cincinnati, Jackson & Mackinaw, York. It is proposed to construct large was considered one of the handsomest wom-

en of her time, and his devotion to her was nded. His letters to her show an odd

ntermingling of war news and matters of distoric interest with expressions of love and evotion. The entire work presents Prince Eugene as the aspect of a noble and lovable character. It is translated from the French by Mrs. B. M. Sherman, and handsomely illustrated and published in attractive form by Dodd, Mead & Co., New York. I'wo volumes, cloth, gilt top and rough

A book to interest lovers of nature and out-of-door sports, especially fishing, is "Little Rivers," by Henry Van Dyke. The author happily characterizes it as "A Book of Essays in Profitable Idleness," and it certainly shows a talent for getting the greatest amount of good out of the greatest amount of recreation. It is largely descrip tive of out-of-door jaunts and fishing experiences in small rivers of various counries, including the United States, Canada, England and Germany. The author has a deasing narrative style, and the book charms by its fresh flavor of nature. It is handsomely illustrated and bound in attractive style. Cloth, ornamental, \$2.50.

New York: Charles Scribner's Sons.

The Penn Publishing Company, of Philalelphia, have issued "Tiny Tot's Speaker," a collection of pieces to be recited by little children: "Shoemaker's Best Selections for Readings and Recitations," for older children; "Toasts," or suggestions for afterdinner and special occasion speeches, by W.
Pittinger; "Slips of Speech," a collection of
common errors to be avoided by all who
aspire to accuracy in speaking or writing;
"Andy's Ward," by James Otis, a story for
boys, and "Comrades True," a story for
boys, by Edward S. Ellis. The educational
books in this list are helpful and the stories
are bright and wholesome. are bright and wholesome.

"Children's Stories in American Literature," by Henrietta C. Wright, is constructed on the plan of "Children's Stories in English Literature," by the same author. It is an attempt to condense the history of American literature into a series of sketches and stories of representative authors. Among the authors thus selected, with references to their works, are Irving, Cooper, Bryant, Prescott, Whittier, Hawthorne, Bancroft, Emerson, Lowell, Holmes and others. It is intended for young readers and is well designed as an introduction to wider study of American literature. Cloth, \$1.25. Charles Scribner's Sons.

Dodd, Mead & Co. publish "Elsie's Journey on Inland Waters," by Miss Martha Finley. The Elsie referred to is "Elsie Dinsmore," known to young readers as the heroine of other stories. This one shows The mechanical department of the Columbus & Hocking Valley has introduced a new system to determine the tonnage an engine can haul, its performance being regulated by the state of weather and the united States. The story is bright, wholesome and instructive. Cloth,

Mrs. Molesworth is one of the best of the contemporaneous school of English writers of stories for children, and especially for girls. "The Carved Lions," by her, is story which, besides being interesting, is well written, and so entirely free from objectionable features that it can safely be placed in the hands of any young girl. Illustrated. New York: Macmillan & Co.

Estes & Lauriat (Boston) have published new edition of "Melody," by Laura E. Richards, author of "Captain January." Since its first appearance the book has passed through a number of editions, and its circle of readers is still widening. It is a pretty story, and charmingly told. This edition has artistic illustrations, and is handsomely bound. Cloth. ornamental, \$1.25. The popular "Witch Winnie" series, by

Elizabeth W. Champney, has received an

addition in "Witch Winnie at Versailles. In the guise of a story the author weaves in a great deal of local and historical in-formation in a form well adapted for young readers. The book has numerous illustrations. Cloth, ornamental, \$1.50. New York: Dodd, Mead & Co -"Ruby's Vacation," by Minnie E. Paul, is the fourth volume of the "Ruby and Ruthy" series, by the same author. The two

stories have made many friends among chil-dren, and "Ruby's Vacation" will increase the number. Illustrated. Cloth, \$1. Estes Lauriat. Books Received. "A Son of the Plains," a story of frontier life, by Arthur Paterson. Cloth, \$1.25. New York: Macmillan & Co.

little girls who are the heroines of the

"The Crooked Stick; or, Pollie's Probation," a novel by Rolf Boldrewood, Cloth, \$1.25. New York: Macmillan & Co. Counterfeit Two-Dollar Bill. A large number of two-dollar counterfeit bills are affoat in this city, and a number of firms report they have taken them. The bills are well-executed, and it is said some

of the banks have been imposed upon. It is believed a New York woman brought the stuff here, and the detectives are looking



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